

**State of California
AIR RESOURCES BOARD**

EXECUTIVE ORDER DE-11-005

Pursuant to the authority vested in the Air Resources Board (ARB) by Health and Safety Code, Division 26, Part 5, Chapter 2; and pursuant to the authority vested in the undersigned by Health and Safety Code Sections 39515 and 39516, and Executive Order G-02-003;

Relating to Exemptions under Section 27156 of the Vehicle Code, and Verification under Sections 2700 to 2711 of Title 13 of the California Code of Regulations (CCR)

Engine Control Systems (ECS) Limited
Purifilter Plus M™

ARB has reviewed ECS' request for verification of the Purifilter Plus M™ system (Purifilter Plus M™ or system). Based on an evaluation of the data provided, and pursuant to the terms and conditions specified below, the Executive Officer of ARB hereby finds that Purifilter Plus M™ reduces emissions of diesel particulate matter (PM) consistent with a Level 3 Plus device (greater than or equal to an 85 percent reduction and meets the 2009 nitrogen dioxide emissions limit) (Title 13, CCR, Sections 2702 (f) and Section 2708). Accordingly, the Executive Officer determines that the system merits verification and, subject to the terms and conditions specified below, classifies Purifilter Plus M™ as a Level 3 Plus system for heavy-duty on-road vehicles using engines from the engine families listed in Attachment 1.

The aforementioned verification is subject to the following terms and conditions:

- The engine is manufactured by International Truck and Engine Corporation, model year 2002 through 2009, and has an engine family name listed in Attachment 1.
- The engine must be used by an on-road motor vehicle with a manufacturer's Gross Vehicle Weight Rating of over 14,000 pounds.
- The engine must be certified at a PM emission level of at most 0.1 grams per brake horsepower-hour (g/bhp-hr), and greater than 0.01 g/bhp-hr.
- The engine must have exhaust gas recirculation (EGR).
- The engine may or may not have a pre-existing oxidation catalyst from the original equipment manufacturer (OEM).

- The engine must be in its original certified configuration except that the pre-existing OEM oxidation catalyst may be removed if Purifilter Plus M™ is installed. Should Purifilter Plus M™ be removed, the OEM oxidation catalyst must be re-installed, returning the engine to its original certified configuration.
- The engine must not have a pre-existing OEM diesel particulate filter (DPF).
- The engine must be certified for on-road applications.
- Only one filter may be installed per engine.
- Each Purifilter Plus M™ system can only be used to treat the exhaust of one engine.
- The engine must have a four-stroke combustion cycle.
- The engine may be turbocharged or naturally aspirated.
- The engine may be mechanically or electronically controlled.
- The engine must be well maintained and not consume lubricating oil at a rate greater than that specified by the engine manufacturer.
- Lube oil, or other oil, must not be mixed with the fuel.
- The engine must be operated on fuel that has a sulfur content of no more than 15 parts per million by weight.
- The system must not be operated with fuel additives, as defined in Section 2701 of Title 13, CCR, unless explicitly verified for use with fuel additive(s).
- The system must not be used with any other systems or engine modifications without ARB and manufacturer approval.
- The system must be installed with a backpressure monitor to notify the operator when the backpressure limit is reached. The notification must occur and be clearly visible to the operator while the vehicle or equipment is in use.
- Swapping of the filter or any other system components among vehicles is not permitted for systems under manufacturer warranty. Spare filters may be used during cleaning of primary filters, but upon completion of cleaning the primary filter must be promptly re-installed on the vehicle. Primary filters can only be installed on the original installation vehicle. Spare filters will be labeled pursuant to Attachment 3. Swapping of spare filters must comply with Section 2706, Title 13, CCR, and the policy document found here: <http://www.arb.ca.gov/diesel/verdev/swap/swap.htm>. Engines fitted with Purifilter Plus M™ must not be operated without all components present and in good working order.

- Purifilter Plus M™ in its entirety can be re-designated to another vehicle or piece of equipment within a common ownership fleet only if authorized by ECS. Re-designations must be performed in accordance with Section 2706, Title 13, CCR, and the policy document found here:
<http://www.arb.ca.gov/diesel/verdev/swap/swap.htm>.
- The other terms and conditions specified below.

IT IS ALSO ORDERED AND RESOLVED: That installation of the Purifilter Plus M™ system, manufactured by ECS of 83 Commerce Valley Drive East, Thornhill, Ontario L3T 7T3, Canada, has been found not to reduce the effectiveness of the applicable vehicle pollution control system, and therefore, the Purifilter Plus M™ system is exempt from the prohibitions in Section 27156 of the Vehicle Code for installation on heavy-duty on-road vehicles using engines listed in Attachment 1. This exemption is only valid provided the engines meet the aforementioned conditions.

The Purifilter Plus M™ system must be installed properly according to its design. The following major components must be installed in the following order from exhaust inlet to outlet: one backpressure sensor and one thermocouple (these can be in reverse order or in the same cross-sectional area before the inlet section), one inlet section containing the electric heating element, and one catalyzed DPF. The system must also be equipped with a backpressure monitor and data logger that notifies the operator in a clearly visible manner when the backpressure limits have been reached while the vehicle or equipment is in use. The major components of the Purifilter Plus M™ system are identified in Attachment 2. Schematics of the approved product and engine labels are shown in Attachment 3.

This Executive Order is valid provided that installation instructions for the Purifilter Plus M™ system do not recommend tuning the vehicle to specifications different from those of the vehicle manufacturer.

Prior to sale of a Purifilter Plus M™ system, ECS must provide each prospective owner or purchaser with a written estimate of the number of hours of vehicle operation that will typically elapse before regeneration is required. ECS must also provide, in writing, the length of time of a typical regeneration event.

Changes made to the design or operating conditions of the Purifilter Plus M™ system, as exempted by ARB, which adversely affect the performance of the vehicle's pollution control system, shall invalidate this Executive Order.

No changes are permitted to the system. ARB must be notified in writing of any changes to any part of the Purifilter Plus M™ system. Any changes to the system must be evaluated and approved by ARB in writing. Failure to do so shall invalidate this Executive Order.

ECS must ensure that the installation of Purifilter Plus M™ conforms to all applicable industrial safety requirements.

Marketing of the Purifilter Plus M™ system using identification other than that shown in this Executive Order or for an application other than that listed in this Executive Order shall be prohibited unless prior written approval is obtained from ARB.

Identification must include both system and engine labels consistent with the requirements of Title 13, CCR, Section 2706, and Attachment 3 of this Executive Order. Changes or modifications to the label or label placement are prohibited without prior written approval from ARB.

This Executive Order does not apply to any Purifilter Plus M™ system advertised, offered for sale, sold with, or installed on a motor vehicle prior to or concurrent with transfer to an ultimate purchaser.

A copy of this Executive Order must be provided to the ultimate purchaser at the time of sale.

As specified in Section 2706(j) (Title 13, CCR) of the Verification Procedure, Warranty and In-Use Compliance Requirements for In-Use Strategies to Control Emissions from Diesel Engines (Procedure), ARB assigns each diesel emission control strategy a family name. The designated family name for the verification as outlined above is:

CA/ECS/2011/PM3+/N00/ON/DPF01

As stated in the Procedure, ECS is responsible for recordkeeping requirements (Section 2702), honoring the required warranty (Section 2707), and conducting in-use compliance testing (Section 2709).

This Executive Order is valid provided that the diesel fuel used in conjunction with the device complies with Title 13, CCR, Sections 2281 and 2282, and if biodiesel is used, the biodiesel blend shall be 20 percent or less subject to the following conditions:

- The biodiesel portion of the blend complies with the American Society for Testing and Materials Specification D6751 applicable for 15 parts per million sulfur content; and
- The diesel fuel portion of the blend complies with Title 13, CCR, Sections 2281 and 2282.

Other alternative diesel fuels such as, but not limited to, ethanol diesel blends and water emulsified diesel fuel are excluded from this Executive Order.

Proper engine maintenance is critical for the proper functioning of the diesel emission control strategy. The owner and/or operator of the vehicle on which the diesel emission control strategy is installed is strongly advised to adhere to all good engine maintenance practices. Failure to document proper engine maintenance, including keeping records of the engine's oil consumption, may be grounds for denial of a warranty claim.

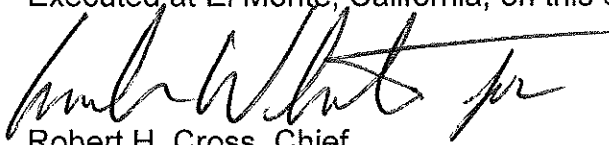
In addition to the foregoing, ARB reserves the right in the future to review this Executive Order and the exemption and verification provided herein to assure that the exempted and verified add-on or modified part continues to meet the standards and procedures of Title 13, CCR, Section 2222, et seq, and Title 13, CCR, Sections 2700 through 2711.

Systems included in this Executive Order shall conform to all applicable California emissions regulations.

This Executive Order does not release ECS from complying with all other applicable regulations.

Violation of any of the above conditions shall be grounds for revocation of this Executive Order.

Executed at El Monte, California, on this 6th day of September 2011.

A handwritten signature in black ink, appearing to read 'Robert H. Cross', followed by a stylized 'pr' or similar mark.

Robert H. Cross, Chief
Mobile Source Control Division

Attachment 1: Table 1: ARB-Approved Engine Families for the ECS Purifilter Plus M System

Table 2: ARB-Approved Federal Engine Families for the ECS Purifilter Plus M System

Attachment 2: Parts List for the ECS Purifilter Plus M System

Attachment 3: Labels for the ECS Purifilter Plus M System